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AUCTION
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SHAMROCK'S GREAT SPEED CAUSES A SLUMP IN THE ODDS AGAINST HER.



Lord Chief Justice Russell.
A Great Judge and a Great Sport.



Lord Lonsdale.
Has the Courage of His Conviction.

Starting Early with 2 to 1 on
Columbia It Now Stands 5
to 4, with English Money
Yet to Come.

Lord Lonsdale and Lord Chief
Justice Russell Coming Soon.
Shamrock Will Be Well
Backed.

COLUMBIA, SHAM- ROCK BETTING.

IN LONDON—
7 to 4 offered by New Yorkers on
Columbia eagerly accepted by Lip-
ton's friends by cable.
IN NEW YORK—
First odds of 2 to 1 on Columbia
now shortened to 5 to 4.
Little betting so far, but plenty of
it expected when the Shamrock
delegation arrives from England
to back their boat.

THE brilliant performances of Shamrock
in her trial spins off Sandy Hook will
give a stimulus to betting on the interna-
tional yacht race, which up to now has
been completely dormant. When Lord Chief
Justice Russell and others of the Lipton
party arrive there will be plenty of wagers.
So great has been the American con-
fidence in Columbia that no one cared to
lay a wager against her, even at long odds.
Shamrock's trials will, in the course of
a few days, strengthen her stock consid-
erably in public estimation. Only the few
yachting sharps who have followed Sham-
rock in the press tug during the past few
days have had opportunity to witness her
performances. It must be confessed that
the Irish challenger proved a surprise even
to them.

Four of these, after a day's following in
the wake of the Shamrock, were discussing
last night, around the dinner table, the
question of betting, endeavoring to fix some
standard of odds, based on their own
judgment after witnessing trials of both
American and English yachts.

Previous to this the only talk in sporting
and yachting circles concerning betting has
been an expressed willingness on the part
of some New Yorkers to lay 2 to 1 on the
Columbia. It is not recorded, however, that
any wagers of importance have been made
even at these odds. Patriotism has kept
the ordinary citizen from betting against
his own country's boat, and the profes-
sional have held off until they could find
out something about the foreign challenger.

SUGGEST 5 TO 4 ON COLUMBIA.

Based on their discussion on the proposi-
tion that 2 to 1 on Columbia were the
prevailing odds, the experts were unani-
mous in their opinion that such odds were
too high; that Shamrock, judged from her
performances, was certainly worth a higher
rating, and that barring unexpected change
of form between now and race day, 2 to 1
against Shamrock would be a good bet to
take up every time.

The chief of the sharps, who has followed
cup races for many years, was for a time
in doubt whether Shamrock's form did not
entitle her to even money, and on the eve
of the moment a small bet was laid at that
figure.

It was finally determined, however, that
from an American point of view Columbia
was worth small odds; say, 5 to 4 on, as
she has demonstrated so great superiority
over Defender that Shamrock will have to
be a marvel to beat her.

There has been absolutely no betting in
England up to date on the yachts. It is
expected that as the time for the races
draws nearer there will be considerable
wagering in London, and the bookmakers
will open books on the event.
Sir Thomas Lipton never bets.

"I never wagered a shilling in my life,"
he said yesterday to a Journal reporter.
"But I am much interested in the ques-
tion of gentlemanly wagers, for it shows
how the boats are regarded. I don't think
you New Yorkers are inclined to make
very long odds on Columbia. We have a
boat here that will surprise you. It isn't
always safe to wager against a dark horse,
and the Shamrock is a dark horse. I think
there will not be much trouble about ac-
commodating some of the American yachts-
men who may want to back their strong
candidate in Columbia."

Informal wagering will receive a decided
stimulus when Lord Chief Justice Russell
and Lord Lonsdale arrive from England in
about a fortnight to join the Shamrock
party. In the days when Baron Russell
was only a Q. C. he was known as one of
the gamest men at a turf. It is said that
he would lay a wager with his friend, the
late Sir Frank Lockwood, on two flies
walking on the ceiling to see which would
beat the other.

The gentlemen from the Royal Ulster
Yacht Club who are coming will also help
back Shamrock, so that Americans will
find plenty of opportunity to put up their
money on Columbia.

Intimation was given yesterday that.

Continued on Second Page.



Shamrock with Winch Dead Aft, Spinnaker Set.

Her trial of this sail yesterday was the first, and the result seemed satisfactory. She foots well and rides
the waves, making very little fuss fore or aft.

MILES, MERRITT AND BROOKE TO FIGHT THE FILIPINOS.

President Now Considering a Proposition to Place the Army There Under
Officers Capable of Pushing the Campaign to a Successful Ending.
Miles Will, in This Case, Have the Supreme Command.

Washington, Sept. 5.—The decision
of a momentous question by the
President is pending. It is this:
Shall the American Army in the
Philippines be commanded by the
three major-generals of the Regu-
lar Army—Nelson A. Miles, Wesley
Merritt and John R. Brooke—so
that the insurrection may be
crushed in a blaze of glory for the
Administration and all the army
chiefs?

General Merritt wants to go to
the Philippines and has no in-
formed the President. Secretary
Root favors the superseding of
Otis by an officer of higher rank in
the regular establishment, and
General Miles now suggests that all
the major-generals of the regular
army be sent to the scene of hos-
tilities.

It is probable that this plan will
be adopted. It removes the Presi-
dent's objection to letting Miles
win the military glory he would be
certain to secure if he alone went
to the Philippines; eliminates Otis,
who could not regard himself as
humiliated if the three major-gen-
erals arrived in Luzon, and is un-
derstood to have Secretary Root's
support.

It is, therefore, likely that the
Fall campaign against Aguinaldo
will be fought under the direction
of the highest military officers of
the nation. Unless Adjutant-Gen-
eral Corbin succeeds in dissuading
the President from taking this step,
the necessary order will be issued
within a few days.

In partial corroboration of the report that

Merritt at least is sure to go comes the
news to the War Department today that
General Merritt has decided to inspect the
regiments being raised in his department.
This is unusual, as the Inspector-General's
department is expected to do such work,
and General Merritt's expressed intention
indicates his remarkable interest in the
condition of new regiments, an interest
explainable on no other hypothesis than
that he expects to take the troops into
the field.

If the new plan is adopted, General Miles,
as the ranking Major-General, will be the
Governor-General and the Supreme Com-
mander. No co-ordinate authorities are
possible under a military form of govern-
ment.

General Merritt will be in direct com-
mand of the troops in the field under
his direction. General Otis's disposition is a
matter of minor importance. He could be
retained in some capacity, or, as told ex-
clusively in today's Journal, may be or-
dered to report here with the other mem-
bers of the Philippine commission when
that body makes its report to the President.

The solution of the Philippine problem,
as Secretary Root proposes it since he has
accepted General Miles's plan, is radical
and comes as a result of the constant dis-
cussion in high official circles during the
past three weeks. When General Merritt
visited the President at Plattburg he
frankly explained his desire to go to
Manila.

General Miles, believing that the com-
manding general, so called, should accom-
pany a majority of the army wherever it
goes, holds the position that if any general
of higher rank than Otis were sent
to the Philippines, he (Miles), as a matter
of military propriety, should go.
He proposed that all the "general officers"
of the army, nine in number, be in Luzon
for the Fall. The "general officers" include

the three major-generals, Miles, Merritt
and Brooke, and the six brigadiers, Elwell
S. Otis, William B. Shafter, James E.
Wade, Henry C. Merriam, Guy V. Henry
and Thomas M. Anderson.

General Miles, it is presumed, called at-
tention to the fact that General Shafter re-
tires in a few months, and that for that
reason there would be no necessity for him
to go. The General further explained that
Otis is the only "general officer" in the
Philippines, that MacArthur is but a
Lieutenant-Colonel in the Adjutant-General's
department; Lawton, a colonel in the In-
spector-General's department; Schwan, a
colonel in the Adjutant-General's depart-
ment, and Wheaton, the colonel of the
Twenty-third Infantry.

This point was not made in disparage-
ment of these gentlemen—on the contrary,
the fact they had been given high volun-
teer commissions testified to their good
records, but it was a military absurdity
to have seven-eighths of the entire army
offered by volunteer generals, while the
"general officers" of the regular estab-
lishment were sucking their thumbs at
home.

It is also understood that General Miles
put the hypothetical case that if he were
ordered to the Philippines alone he would
demand in the public interest that Mer-
ritt and Brooke and all the "general offi-
cers" be detailed to the scene of war.

The presentation of the case obviously
carries the implication that in General
Miles's judgment the organization of the
American Army in the Philippines is ridi-
culous and faulty in the extreme.

Adjutant-General Corbin is the rearer of
this fabric. General Miles's declaration to
Secretary Root that if he were ordered to
Luzon he would demand that the assistance
of Merritt and Brooke and the other gen-
eral officers be given him, indicates his be-
lief that the commanding general there re-
quires the co-operation of the most expe-
rienced officers in the service, and as a
commentary on the general's opinion of the
Philippine task is interesting.

When the reinforcements, regulars and
volunteers, assigned to the Philippines
have reached Luzon, there will be left in
the regular army in the United States only
one regiment and two battalions of in-
fantry.

JOURNAL'S FIGHT FOR CITY OWNERSHIP NEAR VICTORY.

THE JOURNAL'S INTERNAL POLICY.
First—Public Ownership of Public Franchises.
The Values Created by the Community Should Belong to
the Community.

"Municipal Rapid Transit Tunnel to Be Begun by
the First of January," Says Cor-
poration Counsel Whalen.

Staten Islanders Arise and Demand Municipal Ferry to and from Manhattan.
Grout Here to Help Fight the Ramapo
Water Grab.

THE Journal's agitation against the Ramapo water steal, resulting in the rout of the grabbers, the persistent
fight it has made for real rapid transit, and its steadfast insistence upon the municipal ownership of public
franchises, have won for it the approval of the public and set the politicians and wirepullers to thinking. This
agitation has at last borne fruit, and on every hand in the greater city the people are beginning to demand that the
corporations shall be restrained and the rights of the municipality set up.

It is scarcely necessary to recount at this time the Journal's vigorous and aggressive campaign against the
Ramapo grabbers. Practically the same tactics were pursued with regard to Rapid Transit, the Journal seeking to
accelerate matters by subscribing \$5,000,000 toward the construction of the underground tunnel.

Yesterday Corporation Counsel John Whalen thanked the Journal for its efforts and announced for the Tam-
many organization that the tunnel would certainly be built with city funds and ground broken for the great enterprise
before the end of the present year.

Almost coincident with this declaration comes a report from Staten Island that the citizens of that borough have
resolved to take action looking to the securing of municipal ownership of the Staten Island ferry, which, they assert,
is, and has been, long mismanaged by private corporations. The Journal congratulates the Staten Islanders on their
independence and foresightedness.

WHALEN FOR A MUNICIPAL TUNNEL

"THE tunnel must and shall be built with city funds. I predict that the
first ground will be broken for it before the end of the present
year."—Corporation Counsel Whalen.

As he uttered the above words Mr. Whalen gave the desk an emphatic thump. It was evi-
dent that he was speaking ex-cathedra. He spoke in a tone seldom assumed by him—the tone of
one who had full authority to speak for the organization.

It is no longer denied in Tammany Hall that Mr. Whalen is much closer to Mr. Croker than
before the latter sailed for Europe. So that his earnestness in discussing rapid transit yesterday meant
no more and no less than that Tammany Hall has resolved to push the tunnel scheme through with
all the dispatch possible.

"I have always believed," continued Mr. Whalen, "that the city should control its public utili-
ties, and with the construction of the rapid transit tunnel we shall be taking a big step in that direc-
tion. The city could utilize the tunnel as a means to inaugurate a telegraph, telephone and electric
lighting service of its own."

"But so long as we are going to have the tunnel, why not build it large enough to be a conduit
for anything we want? We can lay electric wires in it and light the streets under which it runs, and
if those streets, why not side streets as well? There you have municipal ownership of the lighting
plant."

AFTER A MUNICIPAL FERRY LINE.

PROMINENT citizens of Staten Island have started a movement for a mass-meeting in each of
the five wards of the borough for the purpose of agitating municipal ownership of the Staten
Island Ferry, the only means of transportation between Manhattan and Staten Island.

Daniel T. Cornell, one of the largest real estate owners and a prominent business man on
Staten Island, said yesterday that the people of the borough should never again permit any private
corporation to secure control of this franchise.

Petitions are also being circulated for signatures to be presented to the Municipal Assembly,
requesting that definite action be taken to secure to Staten Islanders a better ferry system, new and
fast boats, and an all night train and trolley service. Congressman Nicholas Muller has promised the
people of Staten Island that he will use every effort to improve the present ferry and train service,
whether it be by municipal ownership, which he favors, or to compel the present ferry company to
build new boats and operate later trains.

After midnight there is no service from the street railways. The last trolley leaves St. George
on the arrival of the 12:25 boat from Manhattan. The service is so bad that the people of Richmond
Borough are convinced that they will never get redress until the city takes up their cause.

"A FRANCHISE GAMBLE"---GROUT.

"THE Ramapo water scheme is simply a franchise gamble," said President Edward M. Grout, of
the Borough of Brooklyn, who returned from Europe yesterday. "It is the same sort of
scheme which men often attempt to work with street railway franchises."

"I have said that I knew of a man being offered \$50,000 in stock of the com-
pany to become its president on account of the influence he would exert. I re-
peat that statement, and at the proper time I will not only give the name of
the man and all details, but he will substantiate it himself."

Owing to his suspicions of the Ramapo Company, Mr. Grout caused the adoption on April 19
last of a resolution in the Board of Public Improvements calling on the Commissioner of Water Sup-
ply to report "what alleged defects, as claimed by the Ramapo Water Company, exist in the present
water supply system, and what measures can best be adopted to remove such defects in the city sys-
tem without contracting with any private company, and a proper plan for superseding as early as pos-
sible all the small private water companies now in the city of New York, either by purchase or by
condemnation on the expiration of their present contracts with the city; or if that be not desirable or
advantageous to the city, then by extending the city mains into the territory now supplied by such pri-
vate water companies."

"No such report has ever been made by Mr. Dalton," said Mr. Grout. "Instead, a contri-
bution with the Ramapo Company was suddenly submitted and an attempt made to have it approved. Would
any business firm act in that manner? Certainly not. To my mind, this ignoring of investigation and
report, as called for by the Board, is the most suspicious thing about the affair."